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REMARKS

Entry of the amendments to the specification and claims, as amended by way of Annexes to the International Preliminary Examination Report for PCT/EP2003/010895, before examination of the application in the U.S. National Phase is respectfully requested.

If there are any questions regarding this Preliminary Amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket # 095309.56246US).

Respectfully submitted,



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ABSTRACT OF THE DISCLOSURE

A drive system for a utility vehicle has at least one rear axle, which can be permanently driven from a drive engine via a speed-change gearbox, and a front axle which is operatively connected to the rear axle by an axle engagement clutch [[which]] that can generally be controlled manually for engagement and disengagement. In order to avoid the risk of the ~~driver~~ driver's failing to recognize the need for [[the]] engagement of the axle engagement clutch in the case of difficult traction of the utility vehicle on an adherent roadway and of the rear axle being overloaded as a result, provision is made ~~in this drive system~~ for the engagement of the axle engagement clutch to be ~~additionally~~ initiated automatically as a function of the engine load.